



## THIS DAY. At Auction

— ON —  
THURSDAY, JULY 25, 1901.  
BEGINNING AT 12 O'CLOCK NOON.

I will offer for sale at my salesroom, corner Merchant and Alakea streets, the following described

### OFFICE FURNITURE

- 1 Oak Roller-Top Desk.
- 1 Oak Standing Desk.
- 1 Oak Revolving Office Chair.
- 1 High Chair.
- 2 Office Tables.
- 3 Oak Center Tables.
- 1 Oak Arm Chair.
- 1 6x3 Rug; also
- 6 Dining Chairs.
- 1 Meat Safe.
- 1 Kitchen Table.

PLANTS, PALMS, ETC., ETC.

WILL E. FISHER,  
AUCTIONEER.

## At Auction

ON FRIDAY, JULY 26, 1901,  
COMMENCING AT 10 O'CLOCK.

I will offer for sale by order of CAPT. A. A. FOX

The Household Goods and Furniture contained in the cottage on Christy lane, near Fort and Vineyard streets, consisting of

- Mahogany and Oak Center Tables.
- Mahogany Rockers, Enamel Beds.
- Oak Bedroom Sets, Carpets, Rugs.
- Box Couches.
- Walnut Bedroom Set.
- Walnut Sideboard, Dining Table, Oak Chairs.
- Bamboo Center Table.
- Oil Stove, Glassware, Chinaware.
- Cutlery, Granite Ironware.
- Plants, Etc., Etc.

WILL E. FISHER,  
AUCTIONEER.

## AT AUCTION

ON TUESDAY, JULY 30, 1901  
COMMENCING AT 10 O'CLOCK A. M.

I will offer for sale at Auction, by order of PROP. W. H. HILTS, at his residence, mauka side of Young street between Alapai and Kapiolani streets, directly opposite the residence of L. H. Dee, Esq.,

Household Furniture and Furnishings

- Consisting of many
- Rattan Easy Chairs.
- Oak Book Case.
- Center Table, Portieres, Parlor Rug.
- Oak Sideboard.
- Dining Table and Chairs.
- 3 Oak Bedroom Sets.
- Mattresses.
- 1 Michigan Wood Stove.
- Puritan Oil Stove.
- Ice Chest, Meat Safe.
- Kitchen Utensils, Crockery.
- Glassware, Chinaware, Cutlery.
- Plants, Lawn Mower, Garden Hose.
- Etc., Etc., Etc.

WILL E. FISHER,  
AUCTIONEER.

## ATTENTION, LAWYERS

I have on hand a lot of TEXT BOOKS which are for sale at private sale. Prices will be furnished upon application.

WILL E. FISHER

## Steam Plow Ropes

HAWAIIAN COMMERCIAL AND SUGAR COMPANY.

Sacramento, Calif., March 27, 1901  
WILDER'S STEAMSHIP COMPANY.  
Agents John A. Roebeling's Sons Co. Honolulu.

Gentlemen: Yours of March 25th regarding the ship chandlery goods has been received.

We have used a number of the John A. Roebeling's steam plow cables, and have found them far superior to the English cables, and at the same time a great deal cheaper. In fact, we sent for some of these cables and we put a new Roebeling and a new Fuller cable on the same set of steam plows, one on each engine, of course, and that was considerably over a year ago. The American cable is much better than the English cable in every way, and today is not nearly as badly worn. We are perfectly satisfied that the American cables are the best.

We shall certainly bear in mind your stock of goods whenever we need anything in your line.

Very truly,  
(Signed) W. J. LOWRIE,  
Manager.

the Daily Advertiser: 11 cents per month.

# NEWS OF THE WATERFRONT

## Oahu Sugar Co's Monster Scow Launched.

HERE was little or no ceremony attached to the launching of the great 150-ton scow just built for the Oahu Sugar Company. The scow was launched from the shore near the Ewa end of the Mauka railway wharf on the Oahu Railway lands. The monster scow made her plunge, bobbed up serenely and then suffered herself to be moored alongside the wharf, where she will remain until the dredger has completed the work of deepening the harbor at that point, whence she will be towed out through the harbor and channel to Pearl Harbor, her future home. There was no breaking of a bottle of champagne on her bow, for she has no bow to speak of; no beautiful maiden christened her, for the scow has no name as yet. It is just "scow," that's all.

Yesterday the workmen made the craft ready for her initial plunge. The ways were laid up during the day and well greased. The greased runners were inserted underneath the scow and laid upon the ways. Upon these were placed the false work upon which the scow rested. The hold-ropes were secured to stakes on the shore. Shortly after 8 o'clock, when the tide was well in, with the moonlight streaming full upon the scene, the persons most interested in witnessing the successful launching made ready to cast loose. The foreman, G. Hughes, who superintended the work, which took but five weeks to accomplish, was the man who released the freighter. With a swish and a bound the enormous bulk of heavy timbers slid down the ways without a jar or jolt. When the water was reached the scow took to it naturally and after an instant's submersion slowly settled on the bosom of the narrow channel, whence she was towed over to the railway dock and moored.

This scow, the largest ever constructed here, is 90 feet 8 inches long, 44 feet 8 inches wide, 6 feet 6 inches deep, with a carrying capacity of 500 tons. She will be fitted with four sets of railroad tracks, so that twenty-four plantation cars loaded with cane can be carried. The ends of the scow are cut away to a certain extent to allow for the insertion of a wharf apron at the landings. Fifty thousand feet of lumber were used in her construction. She will ply between Ford's Island and Waipua landing in connection with the Oahu Sugar Company.

### American Hawaiian S. S. Co.

Last year notice of this company was given and its first vessel launched. It now has in commission four steamers, and five in course of construction. When completed, two of the smaller steamers will ply between San Francisco and the Hawaiian Islands, and the others will take the big triangle—New York, San Francisco, Honolulu, and back to New York. All these steamers are of most modern construction, of highest type, full powered, and of course, all are of American construction. The names of the steamers and their tonnages are as follows:

American, 8,500 tons; Hawaiian, 8,500 tons; Oregonian, 8,500 tons; Californian, 8,500 tons; Alaskan, 12,000 tons; Arizonian, 12,000 tons; Texan, 12,000 tons; Nebraskan, 5,000 tons; Nevadan, 5,000 tons.

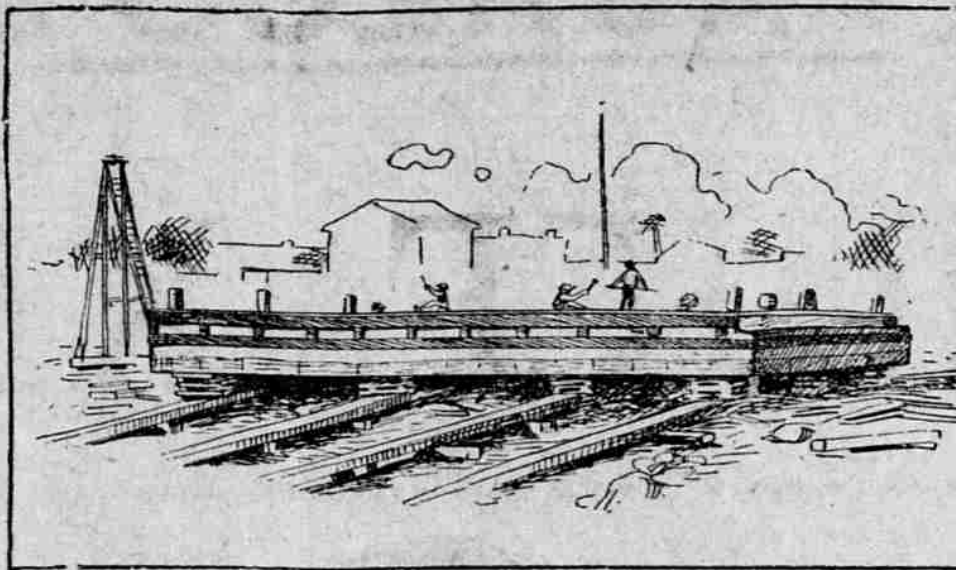
### Passenger Rates on Transports.

The officers and passengers aboard the transports Buford and Grant will be interested in the following dispatch relative to the per diem of their living expenses. Lieutenant General Miles has issued an order announcing that twelve years of age traveling as first-class passengers on army transports will be charged \$1.50 a day for subsistence while aboard. The rate for children over five and under twelve is 75 cents a day. No charge is made for children under five years of age. The transport quartermaster and commissary, and the port surgeon, will be charged \$1 a day each for subsistence. Authorized adults and children twelve years of age traveling as second-class passengers will be charged \$1 a day; children over five and under twelve, 50 cents, and children under five years of age, free.

### Competition in Transportation.

The president of the Japan Mail Steamship Company, which is one of the great steamship lines of the world, has announced to his stockholders that they are confronted with the prospect of immediate and most alarming competition, says the Chronicle editorially. He refers not only to the great influx of European and American capital into the Pacific trade, but to what is much worse, the competition of the Russian government. The Trans-Siberian Railroad was built as a military necessity and to open up to settlement Russia's Asiatic provinces, but the government intends to earn dividends all the same, if active rustling for business will accomplish it. Russia will take no chances of private steamship owners favoring the Siberian route, but proposes to run her own steamers from the railroad terminals to all ports where business exists or can be developed.

The Russian government will make a very dangerous competitor in the transportation business. It owned in 1899 16,414 miles of railroad in operation, and is building as rapidly as possible. The Siberian roadbed is poor and will have to be largely rebuilt, but the rolling stock is said to be excellent, and indicates a determination to draw traffic. It is building new ships for its Pacific connections, which are up to date in their appointments. It is said that great pains are taken to make passengers comfortable on the overland route. The railroad is already selling through tickets from European points to Asiatic-Pacific ports at half the rates via Suez or New York. That indicates its policy when it gets in a position to handle through freight. And the president of the Japan Mail Steamship Company says that we may soon expect the advent of this Russian com-



Oahu Sugar Company's scow, launched last night.

petitor all over the Pacific. It is a good or a bad outlook, according to one's point of view.

### Woman Was Insane.

A stir was caused among the passengers of the Nippon Maru yesterday morning shortly before the vessel left her moorings, by the strange actions of a Chinese woman. The woman is said by her husband and relatives to be unbalanced mentally, and when in a bad state of mind has the strength of a man, which she uses indiscriminately. On this occasion she had barely reached the deck, holding her infant in her arms, before she had an attack. She swung her right fist in the direction of her husband, on whom it fell with a thud. He went down, and she continued her drubbing until restrained by some of the crew. She then began to cry suddenly during her tears to attack her husband again. This time she was a fury, and only after the big Chinese steward enveloped her in his powerful arms did she desist. He carried her down between decks and placed her in a room, where she could not vent her maniacal fury on anything but bare walls.

### Changes in Inter-Island.

Chief Engineer Purdy, of the Niihau, has resigned, and will accept a position with the Honolulu Water Works. Chief Engineer Thompson, of the Ke Au Hou, goes to the Niihau to fill the vacancy, with Harry Congdon as his assistant. George Ward goes to the Ke Au Hou, William Court being assigned as his assistant. George Gardner goes to the Iwalei; Chief Platts goes to the Iwalei, and Chief Norton goes back to the Mikahala.

### Leaders of Atlantic Liners.

A bewildering amount of provisions have to be stored on the modern trans-Atlantic steamer. A list of the actual amount of provisions carried on a recent eastward trip on the Hamburg American liner Deutschland, and the number of live stock which contributed to meet the supplies for one voyage was estimated from the actual number of cattle, sheep, etc., that would be required to make up the total weights in dressed meats.

The dimensions of the vessel are: Length, 686 feet; beam, 67 feet; displacement, 23,000 tons; her highest average speed for the whole trip is 23.36 knots, and she has made the journey from Sandy Hook to the Lizard in five days, seven hours and thirty-eight minutes. In considering the question of feeding the passengers on a vessel of this size the thought is suggested that there are other hungry mouths within the hull of the ship besides those to be found in the dining saloons of the passengers and the mess rooms of the crew. These are the 112 furnaces in which the fuel of the sixteen boilers in the boiler room is consumed at the rate of 572 tons per day. Now, although the voyage from New York to Hamburg lasts only six or seven days, according to the state of the weather, the bunkers of the ship are constructed to hold a sufficiently large reserve of coal to cover all contingencies, her total coal capacity being about 5,000 tons, and to such voyage care is taken to see that they are pretty well filled.

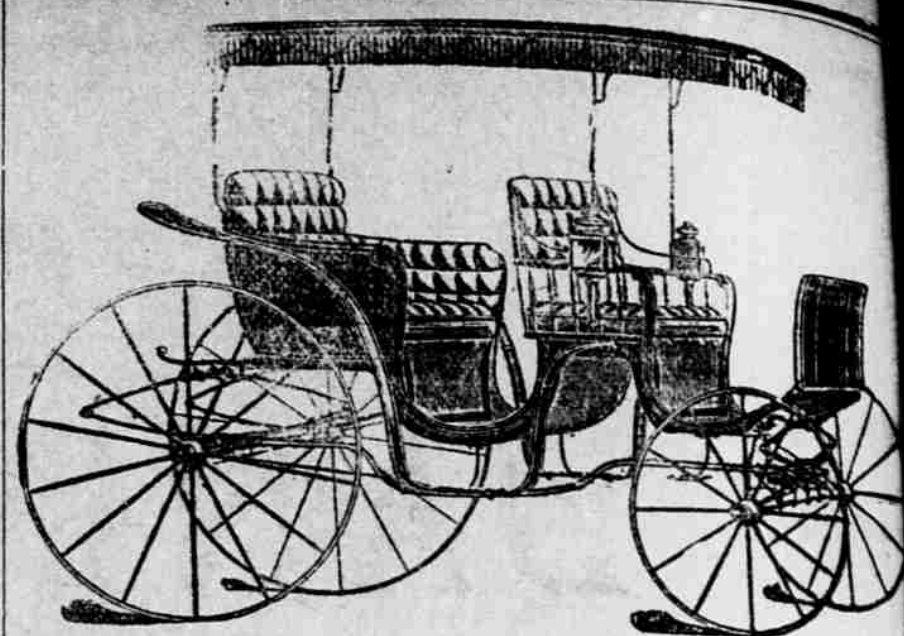
The total number of souls on board of the vessel when she has a full passenger list is 1,617, made up of 467 first cabin, 300 second cabin, 300 steerage, and a crew of 550, the crew comprising officers, seamen, stewards and the engine room force. Sixteen hundred and seventeen souls would constitute the total inhabitants of many an American community that dignifies itself with the name of "city."

To feed these people for a period of six days requires in meat alone, the equivalent of 14 steers, 10 calves, 29 sheep, 26 lambs and 9 hogs. If the flocks of chickens, geese and game required to furnish the three tons of poultry and game that are consumed were to join in the procession aboard the vessel they would constitute a contingent by themselves of not less than 1,500 strong. The ship's larder is also stocked with 1,700 pounds of fish, 400 pounds of tongues, sweetbreads, etc.; 1,700 dozen eggs, and 14 barrels of oysters and clams. The 1,700 dozen of eggs packed in cases would cover a considerable area, while the 1,000 bricks of ice cream would require 100 tubs to hold them. Of table butter there would be taken on board 1,300 pounds, while the 2,200 quarts of milk would require 64 cans to hold it, and the 300 quarts of cream, 8 cans.

In the way of vegetables there are shipped on board 175 barrels of potatoes, 75 barrels of assorted vegetables, 20 crates of tomatoes and table celery, 200 dozen lettuce, while the requirements of the dessert alone would call for four and a quarter tons of assorted fresh fruits. For making up into the daily supply of bread, biscuits, cakes, pies and the toothsome odds and ends of the pastry cook's art, there are taken on board at each trip 90 barrels of flour, each weighing 195 pounds, this item alone adding a weight of eight and one-half tons to the cooks' stores. To this is also added 350 pounds of yeast and 600 pounds of oatmeal and hominy.

### Shipping Notes.

The Zealandia should arrive here from San Francisco on Saturday. The Iwalei sails this morning at 10 o'clock for Kukuhaele and Honokaa. The steamer Mauna Loa will sail tomorrow at 12 m. for Lahaina, Maalaea, Kona and Kau. The United States naval transport Solace sailed from Shanghai for Hongkong on July 9. The transport Grant will probably sail at noon today. The Buford will follow tomorrow. The new macadam pavement on Brewer's wharf is being rapidly laid.



We desire to inform our patrons that for six months we have been ordering every description of Up-To-Date Carriages. To make room for these we have sold at low price all old styles.

We have now to announce that our stock is ready to display and we invite anyone desiring a carriage to call.

We have several styles never shown before in Honolulu. Our Vehicles and prices are the best.

We are always glad to show our stock and it will bear the closest inspection.

## Pacific Vehicle & Supply

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E. L. CUTTING, MANAGER.

HONOLULU.

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New Refrigerators and Ice Boxes, all Sizes

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BEST 5c CIGAR

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ON SALE AT Hawaiian Tobacco Co.'s Store.

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The above two choicest  
10 Year Old Whiskies  
can now be had on all the  
steamers and in public places  
in small 25 Cent size bottles.

Hoffschlaeger Co., Ltd.

The Pioneer Wine and Liquor  
House,  
KING NEAR BETHEL.

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and has the same cooling effect, but is  
everlasting.

COOLS FIFTEEN DEGREES.

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